

IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently amended) A method of determining acceleration of a motor vehicle, the method comprising--:

obtaining by measurement a first signal representing vehicle speed, differentiating the first signal with respect to time, and low pass filtering the first signal to provide a first filtered acceleration signal;

obtaining a second filtered acceleration signal by calculating a net driving force acting on the vehicle, calculating an estimated vehicle acceleration from the net driving force, and [[a]] high pass filtering the estimated vehicle acceleration; filtered acceleration signal and a low pass filtered acceleration signal, one of the filtered acceleration signals being obtained based upon net driving force applied to the vehicle and the other being obtained by measurement, and

adding the two filtered first and second filtered acceleration signals to obtain an output signal representing vehicle acceleration.

- 2-3. (Canceled)

4. (Currently amended) [[A]] The method as claimed in claim [[3]] 1 wherein net driving force is obtained by subtracting vehicle braking force from driving force applied through driven vehicle wheels.

5. (Currently amended) [[A]] The method as claimed in claim [[3]] 1 wherein net driving force is supplied to an adaptive vehicle model to obtain an estimate of vehicle acceleration.

6. (Currently amended) [[A]] The method as claimed in claim 5 wherein net driving force is high pass filtered before being supplied to the adaptive model.

7. (Currently amended) [[A]] The method as claimed in claim 1 wherein the high pass filtering is carried out by low pass filtering and ~~adding~~ subtracting the low pass filtered signal from the ~~and unfiltered signals together.~~

8. (Currently amended) A device for determining acceleration of a motor vehicle, the device comprising--:-

a microprocessor configured to

receive a first signal representing measured vehicle speed, differentiate the first signal with respect to time, and cause the first signal to be low pass filtered to provide a first filtered acceleration signal,

calculate a second filtered acceleration signal by calculating a net driving force acting on the vehicle, calculating an estimated vehicle acceleration from the net driving force, and means for obtaining a high pass filtering the estimated vehicle acceleration, and

filtered acceleration signal, means for obtaining a low pass filtered signal, one of the filtered acceleration signals being obtained on the basis of net

driving force applied to the vehicle and the other being obtained by measurement, and adding add the two first and second filtered acceleration signals to obtain an output signal representing vehicle acceleration.

9-10. (Canceled)